

AERO SHOW OPENS IN BURST OF GLORY

Noted Aces and Mary Garden
Are Added Attractions
in the Garden.

HUGE WAR CRAFT SHOWN

Orientaler, Device That Gives
Novices Every Thrill, Is
Centre of Interest.

It was a night of supreme glory for the sweet, young adorables who went last night to the Aero Show opening on the arms of the R. M. A.—War Department for Reserve Military Aviators—for, although any and everybody could tell at a single glance that it was all superb it was left to the R. M. A.'s to deal of the inside information, the actual technique, &c., of aviation.

And the R. M. A. himself was at his seventh pinnacle of glory. He soared through the starry realms of his day of triumph and he saw to it that nobody went lacking for details on the subject of flying. Of the thousands of bedazzled guests who thronged Madison Square Garden no one paused to inspect a vertical fin or horizontal stabilizer or piston head or wing skid without having the slightest inquiry into the subject answered in all its ramifications, together with embellishments, by the kind and voluntary word of one or a dozen Reserve Military Aviators. For they were everywhere, and nowhere could a person look without spying the wings and triumphant smile of a man who had flown in the army and knew flying all the way from ground school to Garden City.

Noted Aces Are Present.

Some of them were glorified R. M. A.'s, for there were aces among them, such as Capt. Douglas Campbell and Major Melaner. Some had just come up from Texas airshows—some are only recently from overseas, and there were others who had been honorably discharged from the air service, but could not resist the temptation to get the old wings out from the moth balls and sport them in this moment of the aviator's delight.

When he arrived at the familiar form of the blessed old "Jennie Fordes" the Curtiss J. N. 4-D, in which most all American pilots were trained, the R. M. A. was at home from tail skid to propeller hub. He affectionately patted the fuselage, which has the contour of a coffin, but, if you'll take the word of an R. M. A. for it, the skiddish disposition of a schoolgirl, and got into the cockpit to explain the various instruments on the dashboard.

"This is the way you 'takeoff,'" said the R. M. A., as he pushed the "joystick" forward to raise the flippers on the tail empennage.

"Take off what?" asked the sweet young adorable, to which she instantly added, "Oh, I see."

"And this is the way you do a loop," whereupon the R. M. A. in the cockpit slowly, ever so slowly, pulled back on the "joystick" and because of his long training, involuntarily eased his right foot's pressure on the rudder bar where he counteracted for propeller torque, which tends to drift the ship in direction of the propeller's rotation.

Have 100 Feet Wing Spread.

"And they say the airplane is in its infancy," was a Mabelism overheard from the throng which gathered around the monster Handley Page bomber, the naval P-3-L seaplane bomber, and the Glenn Martin bomber, each with a wing spread of 100 feet and a length of approximately half as much. "Why, all they need is a kitchenware to start house-keeping in one of them."

Truly light housekeeping could be done in either of these or in the Caproni triplane bomber, an expansion of which is being manufactured in Italy for transatlantic travel next June. The enormous fuselages permit cabins for mechanics, navigators, pilots, and from every pore bristles a machine gun or cannon. These are the forerunners of the ships which will ply the azure into every port of the world in days to come.

Some of the aircraft exhibited have prehistoric shapes, and some are shaped like frogs and whales, and there is one which looks for all the world like its game, "Kitten." It is the Loening naval plane which was not perfected in time to be put into war service. It stands like a wasp beside an eagle next to the navy's proudest exhibit, the P-3-L, which with the fabric removed from its fish-like fuselage has all the resemblance of an antediluvian fossil.

Midjet Courier Shown.

Vest pocket editions of flying machines, with propellers hardly larger than the blades of an electric fan, cuddle in the corners left after colossal bombers have spread themselves all over the face of the Garden. One of these former in particular is the "Messenger," a new model put out by the Dayton-Wright corporation. It is a midjet ship, and was designed to use for courier service overseas. It will fit into any Harlem hallway, and climbs like a hummingbird, with a flying speed of eighty miles an hour and landing speed of thirty-five. The cadavre-like baby is another dwarf type, a twin propeller pusher driven by a two cycle motor and seating two passengers. It is a clubby affair, quite the thing for "daggy" ways, honeymooning both occupants sitting side by side in space conditions as affectionate as wall-paper.

Mary Garden came down late yesterday afternoon and partook of the stock of thrills offered by the show, and let it here be said that it is not necessary for a day spectator to be isolated up into the altitudes to get a thrill from aviation on the scale exploited by the Aeronautical Exposition.

What interested Miss Garden deeply, even to the point of overwhelming pity for the poor aviator, was the newly adopted army device for taking the air sickness out of fledgling fliers, and known as the Ruggles Orienter.

Orienter a Skittish Beast.

The Orienter is an apparatus which puts a body through all the air acrobats from mere glide for landing to that most terrifying of all stunts, the "tail spin."

Guests of the aero show who wonder why so-and-so transferred back to the infantry after his first flight in the Air Service are advised to patronize Dr. Ruggles's Orienter. It is equipped with cockpit, safety belt, controls and all other pilot's devices of an airplane. Each control throws the cockpit into the position into which an airplane would be moved by that control, and, in order to get out of the position, the correct control has to be applied.

For instance, if the operator applies full rudder and throws the stick to the same direction of the rudder and holds the rudder there, he will be flipped, face down, into the plunging, whirling, nauseating gyrations of a "tail spin," and the only way he can get out is neutralize all controls. If he presses the rudder too far on the opposite side when he centralizes it he'll start spinning just as badly in the other direction.

Next to the Orienter sensation is the exhibit of the Air Service Medical Department, showing how physically perfect a fellow has to be to become an army flier.

From the lowliest spark plug in the accessory exhibits to the ponderous and inspiring wings of the massive bombers, aviation has never had the gorgeous exploitation of the present Aero Show. For the first time all the secrets of war flying are revealed in the scientific appliances which were developed when war put fire on the aeronautical terrapin's back and made him hustle forward many years in a few.

Secretary of War Baker informed expedition authorities yesterday that he will fly to New York Monday to attend the show, and that his plane will be piloted by Capt. Roy Francis, one of the country's oldest fliers.

Brig.-Gen. William Mitchell, who superintended the activities of the American Air Service over the front and served as one of Gen. Pershing's right hand men, opened the show with an address in which he briefly outlined the surpassing efforts of the American fliers at St. Mihiel, over the Argonne and Belleau Wood. He declared that America had the opportunity of making the airplane one of its biggest assets of the future.

Gen. Mitchell, who arrived yesterday from abroad, was surrounded at the show by a group of conspicuous aces, including Major James A. Melaner, Capt. Douglas Campbell, Lieut. Paul F. Baaur, Lieut. Guy Vaughn and Capt. Leale of the French Mission.

THREATENED PORT STRIKE IS AVERTED

Boat Owners Offer Important
Concessions Above Terms
of Award.

The threatened strike of the marine workers of the port of New York, as a result of the unsatisfactory award of the umpire appointed by the National War Labor Board to adjudicate the differences between the workers and the boat owners, has been averted.

Although the Marine Affiliation, the central organization of the several harbor workers' union, had agreed to abide by the decision of the board, the boat owners yesterday sent their counsel, Paul Bonyne, to the union leaders with a proposition involving important concessions to the unions above the terms of the award.

Just what the terms offered by the owners were could not be learned last night, but it was announced that another meeting would be held to-morrow morning at 10 o'clock at which an agreement probably would be reached.

Thomas J. Delahanty, president of the Marine Affiliation, said the workers were particularly insistent upon an eight hour day, broadly applied, and that the matter of wage increases was a secondary consideration.

The boat owners, although the Macy award does not call for increases in the wage schedules, have been willing right along to raise the pay of the workers, but they have steadfastly objected to the eight hour day on the ground that it is impracticable in their business owing to tidal conditions. The Macy award grants the workers the eight hour day, but limits its application in such a way the workers claim it is of no value.

The conference yesterday, which lasted all afternoon and well into the evening, was attended by representatives of the Army, Navy and Railroad Administration, as well as by Mr. Bonyne, representing the private owners, and the heads of the seven unions making up the Marine Affiliation. Theodore Burgess, W. R. Pollock, marine superintendent, and Chairman G. H. Sines of the Wage Adjustment Board represented the Railroad Administration, while Capt. B. F. Hutcheson and H. J. Carrick represented respectively the Navy and the War Department.

Mr. Burgess, who acted as spokesman for the Governmental agencies, said after the meeting that the terms proposed by Mr. Bonyne appeared to be satisfactory and that they needed only formal ratification by department heads to be adopted. It is the policy of the Government to shape its wage schedules to conform with those paid by private employers in the same industry, so there is no doubt that the settlement proposed by Mr. Bonyne will be approved.

Officials of the unions refused to discuss the situation further than to say that the progress toward a peaceful solution had been made, but they admitted that all thought of calling a strike immediately had been abandoned, and that negotiations looking toward intervention by the President had been discontinued.

THE FRANKLIN SIMON INDIVIDUAL SHOPS

FOR WOMEN AND MISSES

CARE A PERENNIAL
FESTIVAL OF FASHION



*The moving finger writes, and
having writ, moves on!*

Omar wrote that of Fate, but
he might have been writing of
Fashions!

The problem, of course, is to
avoid those shops where the
Moving Finger writes and falters
for lack of ink and inspiration,
and to find those shops where
Fashion may conduct her corres-
pondence without having her
genius circumscribed by limited
facilities and the flow of her
ideas interrupted by a poverty
of sympathy and appreciation.

To begin with, there is no Di-
vided Loyalty in the Individual
Shops they are married to the
modes and do not dissipate their
energies by trying to combine
Chippendale with Cheruit, or
a parlor suite with a Paquin
silhouette.

They are intensely feminine
and intensely Parisian, special-
izing in all those things which
come under the category of
apparel, and devoting them-
selves not alone to the faithful
interpretation of imported
themes, but improvising many
original variations of their own.

It is this intense spirit of special-
ization which enables us to keep
pace with the fluid character of
fashion, and which enables you
to find in the Individual Shops,
not merely a model which is an
issue of the season, but one which
is the inspiration of the hour.

Observe, for example that, while
Spring is the subject of so many
announcements to-day, we have
studiously avoided it, for the
Individual Shops prefer to come
before you, not as the press
agent of a single season, but as
the ambassador of them all!

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